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BRICKMAKERS' ASSOCIATION RAPS CONCRETE PAVING; SAYS 'FAILURE'

The following criticism of concrete paving, signed by the "Brick-Makers' Protective Association," reached Honolulu from the mainland a few days ago and is of interest owing to the present discussion of paving materials:

"COATED CONCRETE."

"For the past 10 years concrete pavements in various forms have been put out as equal to brick for city streets and country roads, and they have been successively tried and found wanting in durability. Every year we have a new name applied to concrete pavements, the new name being given so that the promoters will not have to answer for the well-known failures of concrete, which failures always develop due to the crumbling caused by vehicular traffic.

"During the past few years two forms of concrete pavement under the names of Haas and Blome have been brought out with the claims of promoters of each that their concrete differed from other concrete. The recent troubles with cracking and disintegration have proven their claims to be erroneous, and that the results should be so was inevitable. This year we find the chief promoters of each of these styles of pavement have abandoned their former construction and now advocate coating the concrete with a liquid coat of coal tar they claiming that this is necessary notwithstanding their claims for several years of the merits of their concrete for the wearing surface of a road. Their change is a confession of the fallacy of their claims for the quality of concrete to a well vitrified brick. We also find the men who formerly were prominent in promoting the so-called Blome-concrete pavement discouraged in their development work by the cracking and swelling of the pavement under traffic, that they have in many instances quit advocating concrete, and are now advocating a coating of tar to the concrete for the surface, this tar simply being a smear not any thicker than a piece of blotting paper. The application of the tar does not change the old concrete failure, but it permits the pavements to be again foisted to the public under another name, such as Dollarway, Haasamite concrete, bituminated concrete, asphaltic granocrete, etc. These so-called new pavements only differ from

concrete in that they specify that the surface of the concrete after being set shall be coated with one-third of a gallon per yard of liquid coal tar, particularly named by the company promoting the work by some special trademark but all coming under the general term, "coal tar" or "asphalt."

"In the case of so-called Dollarway pavement, the material is the cheapest coal tar material on the market, namely, a mixture of water-gas tar and common tar. After the application of this one-third of a gallon (which is simply a paint coat and is less than is used where brick pavement is kroued with pitch, and which, as you know, does not add any thickness to the pavement), a layer of sand is strewn over the tar, which sand sticks into the liquid and makes a coating one-sixteenth to one-eighth of an inch thick.

"For the promoters of these pavements to argue that this thin application can protect the concrete from wear is absurd, and it was proved by failures to be false. The tar if hard enough to keep from sticking to the feet of pedestrians, would be brittle and chip and break off and make the street have a very unsatisfactory appearance, similar to the appearance of a dog with the mange. The scheme of coating is only put out to give a new life to an unpopular material under the claim that it is suitable for a roadway. It is not suitable and has been proved to be lacking. The promoters believe that the only way to get a new trial is to call concrete something else, hence the birth of Dollarway and other coated concretes, and hence the interest of the cement companies in its introduction.

"We all know that brick is a durable pavement and that it has been used for over 20 years and is giving satisfaction. We also know that the brick must be properly vitrified. Would anyone believe, or would we dare to argue, that we could make a durable road by the use of second grade or poorly vitrified brick provided these bricks are coated with tar, which surface application only has a thickness of a piece of cardboard? No one would agree that a second-grade brick is changed into a durable road by simply adding a thin application of tar. We have all along advocated the grouting of pitch with brick, but we know that this pitch wears or scales off in a short time, and that the only use in its application is that part which goes down between the brick. The application of this liquid coat to concrete has no different effect than on the brick. In fact, the liquid will not stick so well to concrete as to brick, owing to the fact that hydraulic concrete is always moist, which interferes with the adhesiveness of the tar.

"Dollarway and all other so-called concretes are not then pavements but is coal tar smeared over the concrete to a depth of 1-16 to 1-32 of an inch with sand rolled into the surface. Owing to the thickness of the coating, it wears off quickly under traffic and has to be replaced practically every year. In the meantime it has an unsatisfactory appearance. The cost of this yearly application will approximate 10 cents per square yard per annum.

"It is a well-known fact that coal tar becomes soft and sticky at 70 degrees F. Imagine its condition at 90 and 100 degrees F, a temperature which is not uncommon in the Middle West. Note particularly what taxpayers of Ann Arbor, Mich., say as to the damage of carpets from pedestrians tracking the tar into their houses, also, damage done to vehicles due to the material being picked up by the wheels and sticking to the woodwork. What cost of maintenance is added per annum to the first cost? In five years the cost of concrete coated with it or any other bituminous compound applied in the same manner exceeds the cost of a well-constructed brick pavement under the latest approved specifications.

"City officials and taxpayers should be posted as to the untold qualities claimed by the promoters of these concrete pavements and refuse to experiment, and insist on the best by specifying brick.

BRICKMAKERS' PROTECTIVE ASSOCIATION.

SOLDIER REPORTED DEAD, WIFE MARRIES HUSBAND'S FRIEND

LONDON, Eng. — Out of the great drama of the war has come the story of a British soldier, a prisoner in Germany, who bids fair to have yet to fill the role of Enoch Arden. He was reported dead and his wife, thinking she was a widow, married her husband's friend.

Since the second husband's departure the first husband has turned up in Germany as a prisoner.

BAD TIME TO GROW SENTIMENTAL OVER MISFITS SAYS DR. HAISELDEN

Physician Who Would Not Operate on Defective Baby Raises Ethical Question

NEW YORK.—Dr. J. H. Haiselden of Chicago, who would not operate on a defective baby born to Mrs. Allen Bollinger on November 12 and let the child die, discusses the case and the stand he adopted in an article that appears in the New York Medical Journal December 4.

Dr. Haiselden maintains that not he, but nature, killed the infant. The findings of 17 of the physicians who investigated the case have convinced him he did right, he says.

"This is no time to grow sentimental over the misfits of the world," Dr. Haiselden asserts. "Europe in a few years will be crawling with defectives. The abnormal and misfits will be left to repopulate. In cases similar to the Bollinger case, believe that nature should be allowed to correct her mistakes by a policy of non-interference.

"I understand very well that this maternity case as a maternity case, has comparatively little value to the medical world. The real point at issue is not the medical aspect as much as the question of ethics involved. Other Children in Family.

"When the babe first was born and its striking deformities were noticed, belief followed quickly that the child might have its life extended. There were already several healthy children in the family, bright, active mentally, and physically well developed. This child, extremely deformed and in all probability ever defective, would be a blight upon the entire family."

Having recited the history of the case, as told in newspapers, Dr. Haiselden tells thus why he felt impelled to give it publicity despite the traditional reticence of the medical profession:

"Through the hospital employees, word had been whispered about the child's condition. Rumors could have been misunderstood; so, contrary to the teachings of my great leader and wonderful friend, Dr. Christian Fenger, I decided to make the case public. The first public statement of the case was clear cut and sensible, but it brought up the whole question of the moral and legal right of physicians and involved a great religious question, and therein lies the gist of an entire controversy over race success and race failure.

"The main point at issue is not the medical or surgical aspect of the case, but the ethics. Have we or have we not the right to withhold aid in cases of this character, a policy of inaction rather than of action?"

ho, from federal guards who were bringing him from Fort Leavenworth penitentiary to Portland. He previously had been convicted of trying to pass one of the stolen money orders at Detroit.

NEAREST TO WINGS CAPTAIN COULD GET

NEW ORLEANS, La.—Capt. J. Pedersen was arrested here by federal customs officers, charged with smuggling.

When he stepped down from the gangplank of his vessel he was accosted in a most friendly manner by an inspector.

"Howdy, Captain," said the inspector.

Then noticing what seemed to be a small feather sticking to the Captain's vest, he attempted to brush it off. The movement disclosed a long cigarette.

"Why?" Capt. Pedersen stammered. "That's only a feather I was bringing to my wife."

"Strip off that vest," the inspector answered, "and we'll see how many feathers you have."

Capt. Pedersen took off his vest, and hung from a cord around his neck and surrounding his body were 200 cigarettes, tied in bundles of 25 each, and valued at between \$3000 and \$5000.

The importation of cigarettes is prohibited by a federal law.

GIVEN 25 YEARS FOR POSTOFFICE ROBBERY

PORTLAND, Ore.—Bruce Granville of Seattle was sentenced to serve 25 years in the federal penitentiary at McNeil island by the United States district court here for robbing a post-office sub-station here last February. J. C. Donville, also of Seattle, convicted with Granville, was not sentenced, and a motion for a new trial will be made. Charles P. Mack, who was to have been tried with Granville and Donville, escaped at Sand Point, Ida.

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